

SATURDAY, MAY 28, 1887.

Those Southern companies that were boasting about being gentlemen and casting reflections on the Northern companies should take a few lessons in drilling from the Toledo boys.

There is a decided revolt among the Democratic workmen around Covington, Ky., against Buckner's nomination for Governor. The protection sentiment is strong in that locality.

It is said that President Cleveland will be the guest of Gov. Hill in his return from his fishing trip. The Mugwumps should send along a delegation to see that the wily politician does not corrupt the unapostrophed reformer.

The youthful bantam in command of the Vicksburg company may talk about the Southern objection to being placed on equality with "niggers," but the opinion of experts the colored troops do not suffer when compared with the white troops in the matter of efficiency in military tactics. Some of these so-called gentlemen had better look to their laurels if they do not want to get left.

The Boston Globe once made a remark to the effect that the Democratic party was not ready to embrace the free trade theory outright as exemplified by the Morrill bill, and yet the Louisville Courier Journal says the President stands with Mr. C. Mr. Morrill and other revenue reformers having given the influence of his great office in behalf of the measure in the last Congress.

The Savannah News attempts to belittle the protection sentiment in the South, but Mr. Waterson, the most conspicuous free trader in that section, admits that a great change has taken place among the people who are now turning from the old and poverty beaten path of free trade. The News should not undertake to misrepresent facts unless it wishes to call attention to the decay of the policy it advocates.

The Boston Herald says that the people have become suspicious of the Republicans for their extravagance. The Herald neglects to inform its readers that it has cost the people a great deal more to run the government under a Democratic reformer than under a Republican. Even Mr. H. admitted this fact, however, and begged his colleagues on the floor of Congress to call a halt in the increased expense.

Henry George's paper, the Standard, estimates that 15,511 Republicans voted for George for Mayor and 41,921 Democrats, besides about 7000 who did not vote for either candidate of either party. According to the estimate the former would draw off about two and a half times as many Democratic as Republican votes. This shows the reason why the Democratic organs denounce the Labor party. If the conditions were reversed the same paper would today be encouraging the movement.

The election of a Republican Representative on Saturday in Pawtucket depends mainly if not entirely, upon the zeal of the Republicans of that city. The Free and Courier.

If the Republicans of any city in Rhode Island show zeal it will not be because of any assistance they have received from the Journal. After betraying the Republicans of the state the Journal manifests unalloyed gall when it volunteers advice to the party. It is rather late in the day for the Journal to urge the Republic to stand by their candidate.

But there about Democrats enough in office, any way, at present! The next good departure would be to stop making changes at all for political causes—Boston Herald.

So it seems that even the Herald admits that changes have been made for political causes under the reform Administration to such an extent that it would be a good departure to call a halt for awhile. The Herald should give the President a little more time and he will be forced to stop for want of offices to distribute.

Department Chaplain Smith, in a recent circular to G. A. R. posts as to Memorial Day very fittingly says:

My I emphasize the propriety of keeping the day sacred, not as a common holiday, for trivial amusements, but for holy and patriotic meditations. And I recommend that a request go up from each post to the preachers who shall address congregations on the Sunday before Memorial Day that they publicly deprecate the use and desecration of the day, and also that they urge upon their hearers to participate in its holy observances.

toned cannon on the score of yachts in the harbor. An hour after her being towed to the bottom her sails had been neatly furled and covered, her deck cleared and the port watch had started off on a day's liberty.

A few people who had heard of the yacht's arrival went to Cowan's to get a glimpse of the handsome pleasure craft which had gained a world-wide reputation for speed and seaworthiness within the year she has been afloat. Captain Crosby, her able commander, under whose direction the boat was designed and constructed and Mate Whittier, whose good judgment in carrying out at the right time went a good way toward reducing the time of the passage from Owl's Head to Rock's Point, took pride in showing them about the vessel.

The Coronet left Cowan on April 30 and was twenty-five days in sailing across the Atlantic. She encountered head winds much of the time, and was hampered by heavy fogs almost continually during the last ten days. Although no attempt was made to push her, she made a run of 220 miles one day, but as an offset to this only advanced 31 miles on another. The course taken on the return voyage was much further to the northward, in going to the eastward, the Grand Banks of Newfoundland being crossed on a line with the Flemish Cap. The yacht's log shows that the anchor was hove short in the Solent at 2 P. M. on April 30, and the boat towed to sea. The Needles were passed at 5 P. M. A light northeast breeze was then blowing from the northward, and the vessel spread. The Bill of Portland bore west 8 1/2 miles distant at 9 P. M. Start Point had been shifted to the eastward and was increasing in volume. During the morning several western bound ships were overhauled and passed at noon. Land's End was made out to the westward, and the northward, and from that point the actual open sea sailing began.

May 2 opened with a strong northeast wind which "sped" her to a calm by four noon. The position then was latitude 49° 22' north, longitude 11° 55' west, and the distance covered on the day was 114 miles. On May 3, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 4, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 5, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 6, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 7, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 8, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 9, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 10, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 11, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 12, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 13, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 14, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 15, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 16, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 17, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 18, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 19, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 20, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 21, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 22, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 23, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 24, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 25, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 26, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 27, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 28, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 29, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 30, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 31, the wind shifted to the southward, and the distance covered on the day was 114 miles.

On May 10, when a series of southwest gales helped the yacht along. Two hundred and thirty miles were logged, and at noon the position was latitude 50° 12' north, longitude 11° 16' west. The distance covered on the day was 114 miles. On May 11, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 12, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 13, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 14, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 15, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 16, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 17, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 18, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 19, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 20, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 21, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 22, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 23, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 24, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 25, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 26, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 27, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 28, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 29, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 30, the wind shifted to the southward, and the distance covered on the day was 114 miles. On May 31, the wind shifted to the southward, and the distance covered on the day was 114 miles.

Special Notices.

MEMBERS OF B. H. BEALE POST 12, G. A. R., are requested to assemble at G. A. R. Hall To-Morrow Evening, May 29th, at 7 o'clock P. M.

To attend Memorial Services at the Lutheran Church Rev. G. C. G. Pastor MONDAY, MAY 30th, at 10 A. M. All G. A. R. members to form detachments and proceed to Brevar and Mt. Pleasant Cemeteries. At 1 P. M. the procession will form and proceed to the House Cemetery. All honorably discharged soldiers and sailors are cordially invited to participate with us in all our Memorial services. Those who wish to meet at the hall at 11 o'clock sharp. PER ORDER

Maine Central Railroad. MEMORIAL DAY. Monday, May 30th, 1887.

Special Passenger Trains will run between Bangor and Mt. Hope as follows:

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